

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:06 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 198 Const Calendar Day: 126 Date: 08-Oct-2012 Monday

Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** **Condition**Working Day ☒ If no, explain:**Diary:**

Dispute

Load Transfer ActivitiesInspector: Victor Altamirano (8 hours reg. and 4 OT)
Weather: Sunny / Clear 60 degrees F.**North Side Field Operations:**

(1) Matt Holt's crew setting up jacks at PP 102N. Abbas was responsible for observing the work that included verifying the alignment of the shim stacks below the suspender sockets. Bolt Tight operation was also being conducted by Mike Drapper's crew at panel point 28N. Brian W. is observing the work. Per discussion I had with ABF after shim stack alignment at panel point 102N, it was confirmed that the time spent to adjust shim stacks will not be charged for CCO work. It was however, confirmed that 45 minutes will be charged to a CCO for re-aligning shim stacks at PP 102 South. Laraine was the inspector at this location and she confirmed the work, please refer to her diary for detail.

(2) About 9am, it was confirmed that Drapper's crew will be doing bolt tight at pp 44N and pp 46N. Both these locations, ABF was to re-align the shim packs before doing bolt tight. Workers started at pp 44N and Brian and I were there observing the work. By 9:32 the bottom nuts were loosened and workers re-aligned shims. Brian W. verified the alignment on the east shim stacks and I verified the west stacks. No issues. Workers completed bolt tight at about 9:46am, they increased the pressure to about 21750psi three (3) times. Workers installed a jam nut at each suspender socket rods and used a custom made wrench to tighten the jam nut to about an inch turn.

Workers moved on to pp 46N and after setting up equipment workers began loosening the suspender rod nuts to re-align shim packs. The nut located on the outboard / west side was not able to get loose. Workers applied the required maximum pressure to try to get the nut loose but they were unsuccessful. The shim stack had about a 10mm step where portion of the stack was set back further away. After further evaluation and confirming with ABF whether there was another option to loosen the nut I indicated to ABF we can leave the shim stack as-is. I informed the Cable lead. No issue. By about 11:18 workers completed loading down the suspender sockets on the shims and finished the bolt tight.

Workers moved from pp 46N to pp 48N to begin bolt tight only. They completed bolt tight by about 12:47pm and installed and snug tight jam nuts in place at about 12:56pm. Mike Drapper's crew were moved to cable band tensioning starting on pp 44 south and Brian W. observed the work.

The alignment of the shim stacks at panel points 44N and 46N took a total of 1 hour and CT / ABF is in agreement with the hours.

(3) I received a call from ABF to verify suspender rendering at pp 102N at about 9:52am. ABF had



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workers center the uphill suspender. I verified that the uphill suspender was centered. The downhill suspender was centered once I got there. No issue. Abbas verified the shim packs re-alignment at pp 102N and there were no issues.

It was confirmed by ABF that suspenders at pp 104 through 110 will not be fully loaded until after the paint that will be applied on the suspenders is finish curing (about 2 weeks cure time).

(4) Abbas and I walked the north side and north main span to verify the cable band stanchion face angle. I was responsible for applying the angle level and reading the angle and Abbas recorded.

Office work:

(1) Entered the angles that was recorded today and provided it to Warren and Roman to look at. It was confirmed that at pp 62 and pp 78, these cable bands are 2 degrees from 90.

Workers hours 10 hours total including 2 hours overtime.

CCO Work: Apply 1 hour total for re-aligning shims at PP 44N and PP 46N. Per ABF, no time will be charged for aligning shims at PP 102N. However, apply 45 minutes total for re-aligning shims at PP 102 South. Refer to Laraine Woo diary for detail.

My work hours 12 hours total including 4 hours overtime.

Workers:

Mike Drapper (F-IW)

Nercicio Gomez

Aaron Davis

Thadeous Becker

Matt Holt (F-IW)

Pablo Ramirez

Matthew Cochran

Charlie Lanier